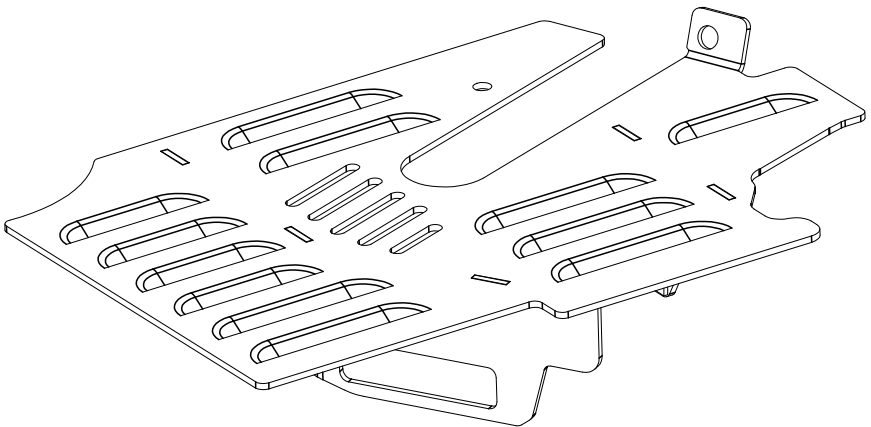




Corvette Z06, Z51 & ZR1 (C6) and Camaro Z/28 (Gen 5) Oil Pan Baffle

Part No. EGM-203

Made in USA



**Important: Read these instructions
in their entirety prior to installation.**

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Applications


This product is designed for direct installation into the following vehicles when equipped with OEM dry-sump oiling systems OR vehicles using oil pan part # 12664619 (interchange part #'s: 12605528, 12626225).

- 2005-2013 Chevrolet Corvette Grand Sport OR Z51 Package (C6)
- 2006-2013 Chevrolet Corvette Z06 (C6)
- 2009-2013 Chevrolet Corvette ZR1 (C6)
- 2014 Chevrolet Camaro Z/28 (Generation 5)


What's Included

- 1 x EGM-203 - Racing Oil Pan Baffle
- 1 x HSC-1036 - M6 Flange Screw
- 1 x HSP-1007 - 13 mm Spacer

Installation Instructions

 **WARNING:** This product should only be installed by a qualified mechanic. Improper installation could result in severe engine damage.

1. Clean parts thoroughly with dish soap and warm water to remove any contaminants that could cause excessive engine wear.
2. Dry parts with compressed air and/or a lint-free towel.
3. Raise the front of the vehicle and support with approved automotive frame stands, lift or wheel ramps.

 **WARNING:** NEVER work under a vehicle supported only by a jack.

4. Remove any fascia panels required to access the vehicle oil pan, oil tank reservoir and oil filter.
5. Drain the oil tank reservoir and/or the engine oil pan in accordance with the vehicle service manual instructions.

 **Caution:** Oil may be hot!

6. Remove the oil filter



Tip: Place a drain pan under the filter during removal.

7. Remove the oil pan and necessary oil lines in accordance with the instructions in the vehicle's factory service manual, place on a level work surface.
8. Remove Screw #1 and Screw #2 from the oil pickup tube shown in Figure 1. Screw #2 will be used again.

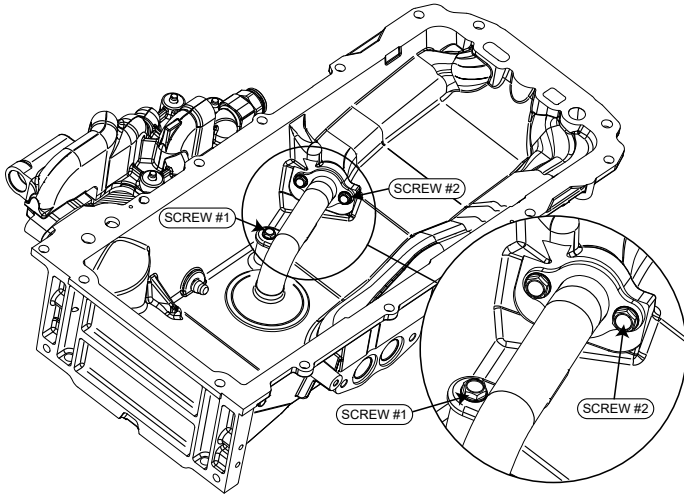


Figure 1 - Removing Screw #1 & Screw #2

9. Place the spacer on oil pickup tube flange, shown in Figure 2.

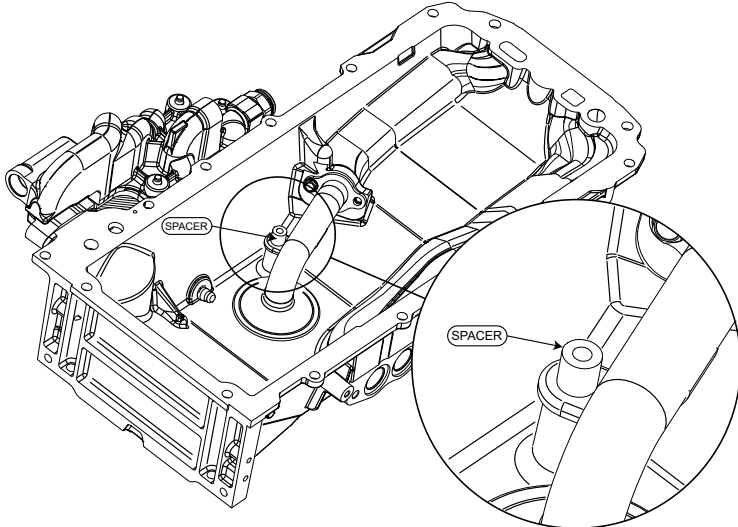




Figure 2 - Installing the Spacer

10. Lower the baffle into the pan and insert the supplied M6 screw through the baffle and into the spacer installed during Step 9.
11. Insert Screw #2, removed in Step 8, through the baffle and back into the oil pan.
12. Check the oil pan baffle orientation and ensure that the trap-door hinges do not interfere with the oil pickup screen.

 **Tip:** If the baffle and oil pickup tube alignment is not satisfactory, it may be necessary to fully loosen ALL oil pickup tube screws and complete adjustments.

13. Starting with Screw #2, torque both flange screws to no more than 8 lb-ft (10 N·m).


14. Re-install the vehicle's oil pan according to factory service manual procedure.

 **Tip:** Replace the oil pan gasket. This is recommended for higher mileage engines.

15. Refill all fluids to the factory specifications.

Congratulations! The installation of your oil pan baffle is complete. Enjoy the extra oil control!

Use and Precautions – *Please Read!*

 **Important:** NEVER let the oil level drop below the *full* mark at the race track!

This product is designed to provide superior protection against oil starvation and slosh. The sources of oil starvation are varied and this product will not protect your engine from damage in all circumstances.

Please follow these recommendations:

- Install an oil pressure gauge with a low-pressure alarm the driver can hear or see. This is critical for preventing catastrophic engine damage and will help determine the limits of your setup.
- Always top off oil levels between track sessions. Do not allow the oil level to drop below the full mark.

Draining the oil:

- Run the engine for 2-3 minutes before draining the oil. This will help drain metal particles by suspending them in the oil prior to draining.
- Draining the oil with the baffle installed will take longer than usual. Allow the sump to drain for at least 10 minutes to ensure all of the oil has been removed.